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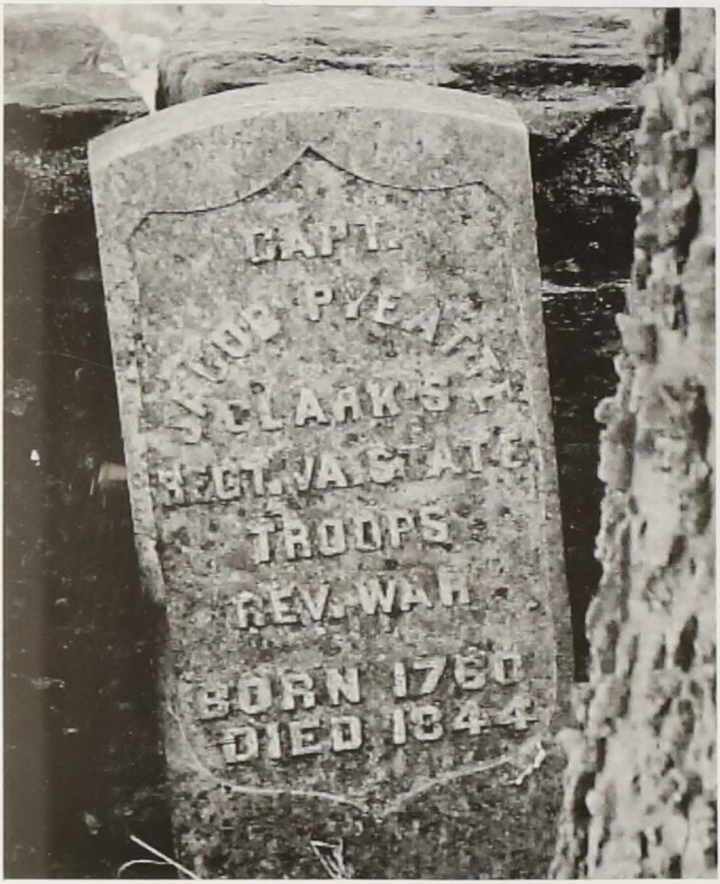

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118 East Dickson Street, Fayetteville, AR 72701

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FLASHBACK

Washington County Historical Society
Preserving the Past for the Future
Volume 55 **Winter 2005** **Number 1**

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Cover: Gravesite of Captain Jacob Pyeatte, 1760–1844, who was a Revolutionary War soldier, at the Bean Carnahan Cemetery, Cane Hill (Courtesy Bob Keen).

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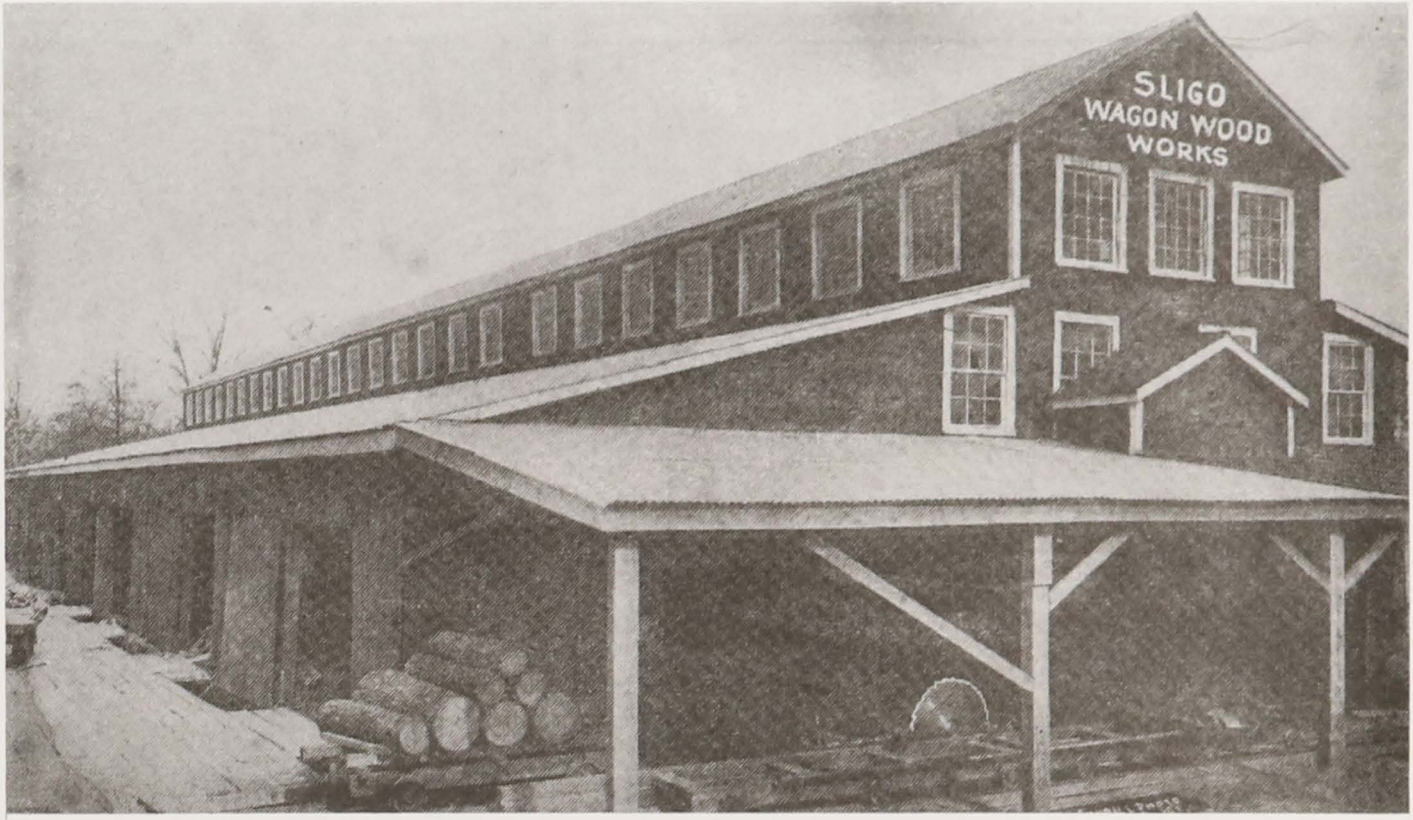
SLIGO
WAGON WOOD
WORKS

FAYETTE JUNCTION: HUB OF WASHINGTON COUNTY'S 1885–1935 TIMBER BOOM

DENELE PITTS CAMPBELL

Fayette Junction lies at the heart of present-day south Fayetteville, a forty-acre piece of mostly flat land bordered on the east by South Garland Avenue and along the south by Cato Springs Road (State Highway 265). The north perimeter of Fayette Junction is roughly delineated by Town Creek, and its west side by the main track of the railroad that travels south from Fayetteville to Ft. Smith. On either side of the spur track that once traveled east to St. Paul and Pettigrew from the main line, new apartments and warehouses have sprung up. Cement trucks come and go from the southwest portion of Fayette Junction, hauling loads of ready-mix to construction sites in the region. Tangled within these identified uses, a few remaining parcels of land lie forgotten in tall weeds and crumbling structures, all that remain of the site's glory days when the wealth of Fayetteville depended on steel tracks and a thriving timber trade.

When these lands of the soon-to-be State of Arkansas began to be surveyed and parceled out in 1834, the 640-acre portion later to contain Fayette Junction was designated school land. Freedom from private ownership and troublesome homesteads may have contributed to John Butterfield's decision to cross this section with his late 1850s' stage line on its way south from Fayetteville. In reviewing the earliest maps of this area, one sees the known Butterfield route angling down Brooks Avenue and continuing

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Denele Pitts Campbell researches local and family history. Her book, *Notes of a Piano Tuner*, chronicles her experiences with Ozark people and places. She wishes to thank Anne Johnson Prichard and the staff at Special Collections, University of Arkansas, Fayetteville, Peggy Hackler and the staff at the Genealogy Collection, Fayetteville Public Library, Rob and Nancy Witt Lewis, Shiloh Museum, and Washington County Archives.

along Cato Springs Road toward Hogeye. A study of the physical contour of land across Fayette Junction leads to the opinion that the stage crossed Town Creek near the present-day Brooks Avenue crossing and then climbed to the ridge immediately ahead before angling southwest along the original path of Cato Springs Road. These original pathways were obliterated by the construction of the railroad; the subsequent roadway of South Garland and Cato Springs Road skirted the railroad junction with square corners and straight lines that would not have been meaningful to the Butterfield stage route. We can with fair certainty assert that the Butterfield Stage Line ran directly across the acreage which is the subject of this history.

The first record of private ownership appears in the tax records of 1861, with this forty-acre piece in the hands of Zebulon M. Pettigrew. It appears to have been passed on to his son George A. (or H.) Pettigrew by 1869, when it was valued at $150. In 1883 it sold to J. A. Ferguson, who then co-founded Washington County Bank in 1884 and established Hill City Lumber Company in 1900. In 1887, valued at $400, the forty acres became the property of the St. Louis and San Francisco Railway, possibly a gift along with many other acres of land that were offered to secure the railway's preferred route. By 1900 the property was valued at $2000, but after 1908 the value was not assessed in the tax record due to railroad exemptions. For fifty years, heavy rail traffic and boomtown hardwood milling operations would cover this piece of land with buildings, sheds, roads, and mountainous stacks of hardwood lumber as ambitious men cut through the virgin forest of Washington, Madison, and Franklin counties.

As early as 1855 Fayetteville city leaders had recognized the potential profit and growth that would come with railway connections to the rest of the country. The rugged Ozark terrain isolated their fledgling village, making commerce difficult and necessities and luxuries expensive. Goods came by oxcart from

the Arkansas River at Van Buren or Fort Gibson, or from the railhead in Missouri. After the Civil War, in 1868, Arkansas legislators passed a bill granting aid to railroads, which in turn prompted the St. Louis and San Francisco to start laying track south from Springfield, Missouri. The Frisco line made it to Fayetteville in 1881with passenger service delayed until the completion of the Winslow tunnel. On July 4, 1882, a brass band and a crowd of ten thousand greeted the first passenger train at the Fayetteville Dickson Street station. All kinds of goods traveled along the new line from Monett, Missouri to Fort Smith—product of a fourteen-year construction effort—encouraging the hopes of men and families seeking livelihood. The most plentiful and profitable local raw material available for the taking were the old-growth trees. Land sold for one dollar per acre with an estimated available merchantable timber of five thousand board feet per acre. A flourishing trade blossomed along the track as the forest fell to the hands of hardworking men. Within the first decade after 1882, West Fork, Woolsey, Brentwood, Winslow, and several long-since vanished whistle stops became boomtowns where railroad ties, fence posts, and rough-cut lumber were loaded onto railcars.

One of the most ambitious men to exploit the timber trade was Hugh F. McDanield,[1] a railroad builder and tie contractor who had come to Fayetteville along with the Frisco. He bought thousands of acres of land within hauling distance of the railroad and sent out teams of men to cut the timber. By the mid-1880s, after a frenzy of cutting in southern Washington County, he turned his gaze to the untapped fortune of timber on the steep hillsides of southeast Washington County and southern Madison County, territory most readily accessed along a wide valley long since leveled by the east fork of White River. McDanield gathered a group of backers,[2] and the state granted a charter September 4, 1886, giving authority to issue capital stock valued at $1.5

million, which was the estimated cost to build a rail line through St. Paul and on to Lewisburg, a riverboat town on the Arkansas River near Morrilton. McDanield began surveys while J. F. Mayes worked with property owners in order to secure rights of way. "On December 4, 1886, a switch was installed in the Frisco main line about a mile south of Fayetteville, and the spot was named Fayette Junction." Within six months, twenty-five miles of track had been laid east by southeast with stops later to be named Baldwin, Harris, Elkins, Durham, Thompson, Crosses, Delaney, Patrick, Combs, and finally St. Paul.

Soon after, in 1887, the Frisco bought the so-called Fayetteville and Little Rock line from McDanield. It was estimated that in the first year McDanield and partners shipped out more than$2 million worth of hand-hacked white oak railroad ties at an approximate value of twenty-five cents each. Mills ran day and night as people arrived "by train, wagon, on horseback, even afoot" to get a piece of the action along the new track, commonly referred to as the St. Paul line. Saloons, hotels, banks, stores, and services from smithing to tailoring sprang up in rail stop communities. As the Fayetteville & Little Rock track extended to Dutton and its final easternmost point at Pettigrew in 1897, local sawmills processed massive logs of oak, walnut, maple, and hickory into rough lumber before it was loaded onto the railcars. According to Robert Winn, "Wagons loaded with hardwood timber—crossties, fence posts, rives, felloes, sawed lumber to be finished into buggy and wagon wheels and spokes, single trees, neck yokes, handles for hammers and plows, and building materials" streamed into the rail yards along the St. Paul line.

All the timber from points east and south poured through Fayette Junction. The "wye" of tracks there formed fertile ground for milling, warehousing, and other specialized operations of the timber trade. Men worked at a frantic pace to capitalize on the

conquest of such a valuable resource. Buildings sprang up at the Junction, primarily hardwood milling operations. Today a visitor to the site can find few remains of these early structures. Facing Garland Avenue just north of the vacated spur track to St. Paul lies the concrete floor of the old warehouse of the Sligo Wagon Wood Company, built circa 1900. Another original building remains at the northwest corner of Fayette Junction with the faint words "Brower Veneer" fading on its sheet metal walls.

Overnight, men became wealthy according to their ability to take advantage of the timber trade. With the railroad came enormous growth and the need for more homes, churches, offices, and stores. Sufficient supply of building materials depended upon ever more distant timber harvest and upon the increasingly mechanized production of lumber. Peter Van Winkle had established the first lumber mills in the region by the 1850s, powered by oxen with operations in the Clifty area of eastern Benton County. By 1858 his new steam boiler venture included a shingle machine, door and window factory, and a cabinet shop. Most of the lumber for pre-Civil War Fayetteville buildings came from the Van Winkle mill. After the war, a fledgling lumber industry began to grow with Fayetteville, however, and in the 1870s, Alexander Hendry and D. B. Bradley built a planing mill, as described by W. S. Campbell, "down under the hill east of the square, corner of Rock and Mill." In the 1880s, Hendry and Bradley's apprentice Albert M. Byrnes bought out Dale Lumber Company and got into his own planing business, and by 1905 had joined with other men to form Northwest Arkansas Lumber Company (later sold to Kelley Brothers Lumber Company). Other concerns sprang up: Hill City Lumber Company (1900), Fayetteville Lumber and Cement (1903), and Wages Brothers Construction Company (1918).

In turn-of-the-century Fayetteville specialized products of hardwood such as handles and wooden wagon parts were milled

and shipped nationwide by several entrepreneurs including Pitkin & Mayes Lumber Company, Charlesworth Hardwood Lumber Company, W. N. Jones, Sandford Hardwood Lumber Company, Fayetteville Wagon Wood and Lumber Co., J. H. Phipps Lumber Company, Byrnes Lumber Company, and Ferguson Lumber Company. (This is the same Ferguson who sold the original forty-acre tract that became Fayette Junction. Ferguson's interests included the Red Star Spoke Factory, makers of wagon and automobile wheel spokes, which began in Red Star, {east of Pettigrew, Madison County} in 1902 but moved to Fayetteville in 1909.) This frenzy of lumber and milling enterprises fed off the forests of southern Washington and Madison counties, with mills and factories located at various sites around Fayetteville. White oak was preferred for railroad ties, while red oak was the resilient wood of choice for wagon stock, especially bows, hubs, and spokes. Other woods milled included walnut, hickory, ash, and cherry. All of the trains carrying lumber from the St. Paul line steamed through Fayette Junction, where loads of posts, ties, and raw materials for milling jammed the side tracks. The 1904 Fayetteville City Directory authors summarize: "Those industries which have to do with the manufacture of various articles from hard wood timber are probably among Fayetteville's most important enterprises. There are four factories devoted to the manufacture of wood wagon materials alone. Their product is shipped to many foreign parts, to the new Island possessions, as well as to every large manufacturing center in our own country."

The first milling business at Fayette Junction, Pitkin & Mayes, advertised as manufacturers of hardwood lumber in the 1892 Arkansas State Gazetteer & Business Directory. Erastus Pitkin and John F. Mayes were the proprietors, the same J. F. Mayes who originally invested and secured rights-of-way for the St. Paul line. Pitkin & Mayes sold its Fayette Junction operations to Sligo Wagon Wood Company sometime around 1905. No doubt there

were other hard wood business concerns at Fayette Junction before 1895 since the line to St. Paul opened in 1887, but no documents have been found to describe them. The following hardwood operations in railroad ties and wagon wood parts were listed in the 1904 Fayetteville City Directory as having "works" at Fayette Junction (with no hint of the date of their origin): Charlesworth Hardwood Lumber Company, W. N. Jones, Sandford Hardwood Lumber Company, Pitkin & Mayes, and Sligo Wagon Wood Company. By 1907 they were joined at the junction by J. P. Brower Veneer Company. The following sections describe each company in turn.

William Charlesworth built a handle factory in1902, with milling works located at Fayette Junction. Born in Ohio to parents both born in England, Charles[3] married Calona Yoes in 1884, who was from a family of early settlers in northwest Arkansas. He was among the first businessmen to jump into trade made possible by the new railway. Within the first year of St. Paul's existence, Charlesworth & Harrigan operated a feed store there. In the 1900 Madison County census, the couple lived in Kentucky Township (centered around Pettigrew), had three living children (four had died) and a nineteen-year-old female hired hand named America McAdoo. In 1904 the family lived at 533 N. Willow in Fayetteville. The Charlesworth Hardwood Lumber company had offices at #3, 6 West Center. The family was also listed in Fayetteville for the 1910 census, although in 1912 William was serving as president of the St. Paul bank. The couple had two more daughters; one of them, Myrl Vesta Charlesworth, graduated from Fayetteville High School in 1919. William sold his milling company in 1918 to J. L Stice who subsequently built up the business specializing in hickory handles for the ax, pick, hoe, and spade. By 1913 the Stice mill relocated away from Fayette Junction to about one mile northwest of the square, alongside the tracks on Frisco Street,

approximately at the current Gregg Street crossing of North Street. Stice was out of operation by 1936.

William Newton (Newt or W. N.) Jones was born April 7, 1851, in Washington County, one of eight surviving children of Claiborne and Jennie Tallent Jones, recently arrived from Hawkins County, Tennessee. Claiborne was a Baptist minister and farmer who settled in the Durham area. William married Matilda E. Lewis (b 1855), daughter of early Fayetteville settlers G. W. and Elizabeth Lewis.[4] After a young start at farming, and having obtained a good education, William opened the first business at Delaney as soon as the railroad arrived. Goodspeed relates that "[i]n February 1887 Wm. N. Jones opened the first store in a tent." Two years later, he had joined with Capt. A. L. Thompson in Jones & Thompson, a firm "[which is] doing a thriving business and also has a branch store at Combs' station, and sells the principal part of the goods on the railroad." William was credited with the establishment of the town of Delaney. By 1904 William and family lived at 5 South School and were also the proprietor of Ozark Livery Stables of the same location (southwest corner of School and Center). The stables (which hosted weekly livestock auctions) first occupied a half block of land between Mountain and Center along Church Street, then moved west two blocks. W. M. Simmons assisted in the stable operation, which included offices for veterinarian surgeon Dr. Frederick Burkey. The Jones family reportedly later moved west to locations in Wyoming, Utah, and Washington state. There is no available information about the extent of his hardwood business at Fayette Junction.

Claude Herbert Sandford (b. Dec 21, 1876, d. Aug 4, 1933) came to Fayetteville as early as April 1897 from Parkerville, Kansas with his father, Samuel Sandford, an immigrant from England. In the 1900 census Claude was listed as a boarder at 129 S. West; his wife Lillian of Manhattan, Kansas (b. 1877, d. Jun 16, 1948) joined him in 1903.[5] Samuel and Ellis Duncan bought

THE OZARK LIVERY STABLES

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Private Rigs Boarded and Cared For at Reasonable Rates. Our Facilities for Handling any Branch of the Livery Boarding and Sales Business are Unsurpassed.

SPECIAL PUBLIC SALES DAYS are set apart each month for the buying and selling of all kinds of Horses, Mules, Cattle, Hogs and Sheep that may be offered. These sales are in the hands of competent men, thus insuring satisfaction. If you have property of this kind to buy or to sell don't fail to take advantage of our

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property together in April 1897, located near the Frisco line around Dickson Street. After Samuel's initial partnership with E. Pitkin and Ellis Duncan in the Ozark Wagon Company and a hard wood operation at Fayette Junction, Samuel and Claude Sandford built a foundry and iron works in 1905, located at 603 W. Dickson, which continued in operation through the 1920s, the location now approximately occupied by the parking lot of George's Majestic Lounge. Sandford's operations at Fayette Junction were undocumented.

J. Frank Mayes (born in Fayetteville March 16, 1862) obtained a bachelor of arts degree at the University in 1883. His father, William Zarro Mayes, was the contractor responsible for the construction of Old Main. W. Z., who died at age 53 in 1888, came to Fayetteville from Tennessee at age eight with parents "Uncle" Johnny (Reverend John) and Sarah McGhee Mayes. In 1854, Rev. John Mayes had founded First Baptist Church of Fayetteville, now located at the corner of Dickson and College.[6] Beginning in 1897 J. Frank served as chief of the Fayetteville fire department, responsible for the purchase of the city's first fire wagon (horse drawn). He served about thirty years as a member of the state executive committee for the Republican Party. He was U. S. Marshall of the Western District of Arkansas for eight years. At one time he was a candidate for governor and for Congress from the Third Congressional District on the Republican ticket. He was a member of the Masonic lodge and Knights of Pythias, and an active member of the Baptist church. Among his other adventures, Frank Mayes joined a group of men for the run on the opening of the Cherokee Strip in 1893, although he chose to ride the train to a Kansas station near the start of the run rather than make the laborious horse or wagon journey from Fayetteville, and none of the party are believed to have actually filed a claim. In 1909 he drove a Flanders roadster, and in 1919 he owned a Willys Knight. Later, historian W. J. Lemke, investigating a grist mill site along

Wilson Lake Road believed to be Fayetteville's first, discovered a fine old buggy in a shed on the property and was told that it had belonged to Frank Mayes "when he was fire chief of Fayetteville."

Erastus Pitkin of Pitkin & Mayes and of Ozark Wagon Company was the ninth generation of Pitkins originating with Wyllyam Pitkyn (born 1557) of Berkhamsted, Hertfordshire, England. This lineage settled in the Hartford, Connecticut area around 1661. Pitkin was born in Vermont in 1824 and married Emily Barnes (b. 1830 Ohio, d. January 5, 1910). Pitkin moved to Birmingham, Iowa by the early 1850s, serving as a founding member of the city council in 1856. Certain skills and persons he knew there were to be part of his later life in Arkansas. Bricks fired in a kiln on the Glotfelty farm there were used to build an eighty-foot chimney for a Birmingham sawmill which E. L. Pitkin and C. L. Moss purchased in 1853. Soon after, they added a grist and flour mill to the operation. In January 1860 Pitkin's second child and only son, Joel M., was born, but sometime later that year Pitkin sold out his share of the mill to Moss. In the 1860 census he declared himself a "merchant" with $1200 in real estate and $400 in personal assets. His household included his wife, a daughter, age ten, and a twenty-three-year-old female servant. The 1870 Iowa census shows he remained at Birmingham throughout the Civil War, producing two more daughters during the decade and substantially improving his financial situation.; he is described as a "dry goods merchant" with $19,600 in real estate and $12,550 in personal assets.

The first evidence of Pitkin's arrival in Arkansas came with the opening of the railroad in the early 1880s, when he bought up most of the land for a square mile (Section 16 of T14N, R30W) along the banks of Mill Creek where it enters the White River (west fork) and south along the river valley in an area known as "Woolsey" (just south of West Fork, Washington County). In June 1882 William T. Woolsey sold ninety acres of land to Pitkin, who

bought another ninety acres from Mary Jane Karnes. There, near a large spring that enters the river from an eastern bluff face, Pitkin established a sawmill and grist mill immediately west of the railroad tracks.[7] Later records show this mill in operation by his son Joel, who in turn leased it for five years to James Karnes in 1886. On May 21, 1884, the Pitkin post office was established, as well as Pitkin School, Washington County No. 3. The U. S. Department of the Interior Geological Survey Map of 1898 lists both Woolsey and Pitkin, with Woolsey slightly southwest of Pitkin, although various other records refer to Pitkin and Woolsey as the same location.

Pitkin bought and sold many parcels of land in southern Washington County, presumably to profit from the timber. In some purchases, he partnered with his son, while at least in one parcel, he partnered with Nelson Glotfelty[8]; most of these timber lands were along Bethlehem Road (WC 237). Pitkin probably lived for a time in the middle of a 160-acre piece on Sugar Mountain Road (WC 156), which he and his wife Emily purchased on June 21, 1886. (They sold the property to J. Wallace Ferguson on February 18, 1903.) In 1888, he patented 200 acres in Madison County through the Arkansas School Lands sales.

As soon as the railroad opened, Pitkin and his old friend from Iowa, Nelson Glotfelty, launched a hardwood lumber operation in West Fork, which they named Pitkin & Glotfelty. They immediately wrote to the Springfield Wagon Company, Springfield, Missouri asking for prices on their "log wagons," a particular heavy-duty, independent-axle wagon used to haul logs (1883). Whether they intended to market these wagons to the men engaged in the massive timber harvest going on around them or to use the Springfield product as a pattern by which to manufacture their own is not known. Perhaps they simply wanted to purchase wagons for logging their own land.

By 1895, Pitkin & Mayes Company (E. Pitkin and J. Frank Mayes) had established offices at Room 17, Bank of Fayetteville building with its hardwood milling operation located at Fayette Junction. The mill buildings were located at the north end of the wye where the St. Paul track split from the southbound Frisco line. The site, later to be Brower Veneer, included a woodworking building with sawmill and steam vat, six warehouses, an open area for "piles of hardwood lumber," a boiler room, a water tower, a bending facility with its own steam vat, and a large pond. A small office building and warehouse were located near the tracks across from the Frisco water tower. They manufactured and warehoused wooden wagon parts.

In 1896, Pitkin joined with Ellis Duncan to establish the Ozark Wagon Company and served as its president, although by 1904 Ellis Duncan was its manager. That same year Pitkin was listed as partner in the brick manufacturing business of Algire & Pitkin, located at South and East Streets.[9] Pitkin's last home in 1904 was at or near the current address of 1335 South School, a property sold to him by Willard Algire. The existing brick structure at this location may have been his house. Ozark Wagon Company went bankrupt in 1909, which may or may not have been somehow connected with E. Pitkin's decline. That same year Willard Algire returned to Iowa with his second wife, Emma Caldonia Fallin. No record of Erastus Pitkin's death has been found in Washington County records,[10] but a Washington County Probate Court letter of administration signed February 23, 1911, assigned J. T. Taylor as administrator of Pitkin's estate. His heirs were Joel, Mrs. J. C. Thom (?), and "the heirs of Mrs. Broyles." He would have been 87.

Evidence suggests that the end of Pitkin & Mayes at Fayette Junction resulted from fire at the mill. While their operations are described in Sanborn maps published in 1904, subsequent maps from 1913 describe the mill location: "Buildings along here burnt 1904." It is ironic that property co-owned by the Fayetteville fire

chief would have gone up in flames, but sawmills were notorious fire hazards. By 1913, the property had become J. P. Brower's operation. It is possible Pitkin & Mayes were engaged in hardwood milling here as early as 1887 when the St. Paul line opened. Considering their records of experience in business, it seems unlikely that they would have failed to profit from the rush of enterprise going on around them. Approximately twelve thousand wagons were believed in use in the four-county area in 1888, and the mill supplied parts for the largest wagon manufacturer in the region. At the most, Pitkin & Mayes could have been in operation for fifteen years in wagon parts milling or some aspect of the hardwood lumber trade at Fayette Junction.

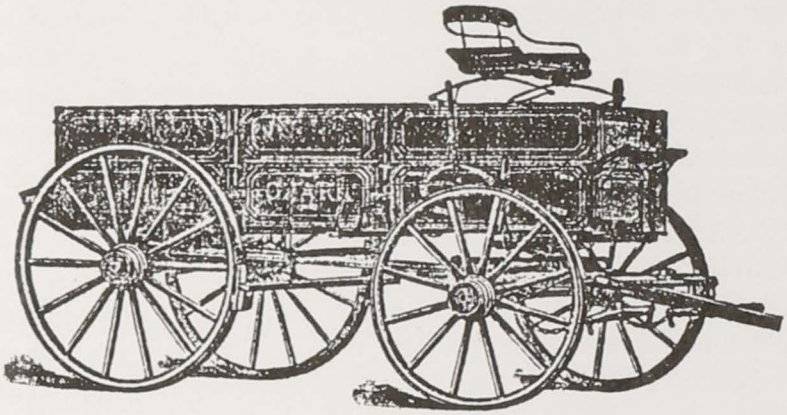
From his 1928 perspective W. C. Campbell wrote: "In 1895, Frank Mayes and E. Pitkins opened a hardwood mill at the "Y," called the business Pitkins and Mayes, and later sold to Sligo Iron Co. of St. Louis. This company sent Alex McCartney here to open up and see if the business could be made to pay. Mr. McCartney soon proved that, and today Sligo Wagon Wood and Iron Co. factory is one of the show places of Fayetteville's suburbs. Mr. McCartney has had the plant rebuilt four times, each time enlarging. They have had from 30 to 85 men on the yearly payroll, and the business done averages $300,000 annually. Mr. McCartney has been in continuous management thirty-three years." Alexander McCartney's establishment and subsequent operations of Sligo Wagon Wood Company were started with a $10,000 allowance of company funds, according to a 1905 corporate resolution signed by Sligo's board president, T. P. Conant, in St. Louis.

It is possible that Sligo bought out Pitkin & Mayes. However, if its mill was destroyed by fire, not much of Pitkin and Mayes would have been left at the northwest Fayette Junction site except perhaps finished inventories in warehouses and assorted equipment in outlying buildings. Sligo's operations were to take place in a different location at Fayette Junction, on the eastern tip of the

The Ozark Wagon

Made in

FAYETTEVILLE



Home Capital and Home Skill

This Year's Output is double that of any other year of our history

This shows there is a demand for an honestly built wagon

"wye" where it crossed South Garland and headed to St. Paul. Perhaps Pitkin & Mayes were responsible for the early warehouse at the Sligo site.

Competition was indeed fierce when McCartney took up the wagon wood business in the name of Sligo. There is no account of how many hardwood lumber enterprises were producing wooden wagon parts in the nation, but petroleum-powered vehicles were gradually gaining favor. Slowly, the wagon industry started to lose ground. For example, Paddy-Corley Iron Company of St. Louis had sent start–up managers as early as 1890 to establish Fayetteville Wagon Wood Company, located at the present day site of the Nadine Baum Learning Center of the Walton Arts Center along West Avenue between Spring and Meadow and spreading south across Meadow onto the hillside above what is now Gregg St. Their facilities covered "all the ground lying south of Arkansas Cold Storage and Ice Co plant to the Snow Bird Coal Co." and "carried an immense stock, had shaping and bending works, dry kilns, and storage sheds, and employed a lot of men." Competition and the progress of automobiles took its toll even on such a respected and expansive operation; Paddy-Corley closed down in 1915.

The Fayette Junction mill site developed by Sligo was included in the 1904 Sanborn Fire Insurance Company map, identified as the property of Sligo Wagon Wood Company. By this map, the mill occupied a large building about 130' x 70' at the Garland Avenue crossing of the St. Paul track. To obtain sufficient water for operation of their steam boiler and to have some fire protection, the mill property's owners diverted a spring branch flowing northeast across the land, creating a large pond before it reached Town Creek. Additional water for drinking came from a hand-dug well, site unknown. The 1904 map shows a steam boiler and engine in a small structure having iron siding and sixty-foot iron chimney at the southeast corner of the building.

Perhaps hastened by the Pitkin & Mayes fire losses, the involvement of Sanborn maps and insurance coverage for Sligo and other concerns signaled an end to the cracker-jack period of timber industry enterprise characterized by the sell-it-from-a-tent rush for profits that had held sway since 1882. By 1900 the easy money—hungry markets for railroad ties and fence posts, forty-inch diameter oak standing twenty feet from the rail bed—was gone; a more experienced and calculating management style hedged all bets as operations involved more money and more complex ownership.

Subsequent Sanborn Fire Insurance maps for the Sligo site in 1908, 1913, 1919, and 1930 show a progression of facilities with outbuildings for machine shop, storage sheds, warehousing of wagon wood parts, and ultimately a "fireproof" building of brick where new boiler furnaces were housed. The first boilers were located in a small brick structure at the southeast corner of the remaining concrete floor, although the 1913 map shows a second boiler building located several yards away from the larger building and alongside the railroad tracks. The 1919 map shows a coal bin between this small fireproof (brick walls, concrete roof and floor) building and the tracks; earlier maps describe the furnace fuel as wood shavings. Sanborn map notes comment on the presence of a night watchman, but the lack of lights, clock, and fire apparatus until 1919, when a "Newman Port." clock was added, with "five stations, half hourly rounds" plus city water in a 150-foot one-inch hose. By the 1930 map, electric lights had been added and additional city water hydrants.

McCartney, a native of County Armagh, Ireland, came to Fayetteville as an employeer of Sligo, with his wife, Mary Ann McKibben Murphy, of St. Louis. Sligo Iron Store Company of St. Louis served as the wholesale/retail outlet of iron goods in service to the westward settlement migration. In 1984, its heir, Sligo Inc., published a brief history of their company on the occasion of its

150th anniversary: "When St. Louis was first being recognized as the gateway to the West—the staging area for all pioneers headed toward fresh horizons and the new frontier—two enterprising Irish immigrants decided it was the place to seek new opportunity... It was 1834 and the thick Irish brogues heard in the large warehouse on North Second Street belonged to Messrs. Lyon and Shorb. The two named the fledgling business 'Sligo & Tyrone Iron Store' after their respective home counties...The great need of a growing country, iron, was their principal merchandise...for wheels, horseshoes, horseshoe nails, and plows...The store was filled with neat stacks of iron bars, iron slabs, wheels and plowshares." The focus of Sligo Inc. in the 21st century is the marketing of over thirty thousand metal products.

The 19th century Sligo Iron Store Company served as an outlet for the iron manufactured in the furnaces of Pennsylvania and no doubt other locations including the Sligo furnaces of nearby Dent County, Missouri. As the pre-eminent supplier of a much-needed commodity, Sligo of St. Louis and Sligo furnaces were widely recognized. For example, an archive of business papers of the Gideon-Anderson Lumber & Mercantile Company, operating sawmills for the lumber trade in southeast Missouri and northeast Arkansas, include papers from Sligo Iron Store Company of St. Louis. In 1891, when Tipton, Missouri residents placed a document-filled tin box "time capsule" inside an iron column to be part of a new bank building, the contents included communications from Sligo Iron Company. In 1904, the Sligo Furnace was mentioned among the representatives of the local chemical industry at a gala banquet hosted by the St. Louis Chemical Society on the occasion of the Louisiana Purchase Exposition. The Frisco Travelers, a businessmen's association of Rolla and St. James Missouri included Sligo iron company in its annual meeting program, described as a "prominent business in St. Louis."

When Alexander McCartney arrived in Washington County with Sligo Iron Store Company money in hand, he did more than seek profitable returns from milling operations in Fayette Junction. Mortgage records of 1895 show that Sligo Iron Store Company bought out John W. Moll and Moll Brothers, for a sum of $1, at a location "25' off the north end of lot #6 Block 13 in Springdale ... all finished and unfinished wagons, all the raw material both iron, wood, and lumber, and all stock of whatsoever and now on hand ... and two wagons situated at Blewford in the hands of Charles W. Berry & Company ... and also an account due from the Fayetteville Wagon Wood and Lumber Company."

It is not known whether McCartney's original intent in traveling to Washington County had been only to collect the Moll Brother's debt. Perhaps he returned to St. Louis from this assignment with promising reports of the timber boom, thus setting St. Louis Iron Store Company onto a new venture not previously planned. Or perhaps this was simply the iron industry's latest thrust for profits in the tradition of American ambition, since the partnership of iron and hardwood served a vigorous market for everything from wagons and tools to pianos and ice chests. In any case, by 1906, in a speech to the University student body, professor of economics and sociology Dr. Charles Hillman Brough (elected governor of Arkansas in 1916) named Sligo Wagon Wood Company among "six enterprising firms" to have capitalized on the fertile timber trade. "There is no business in Fayetteville more lucrative in proportion to the capital invested than the hardwood lumber business," he stated. He remarked that with an approximate investment of $600,000, these companies "cut last year about 200 million feet of timber, which, on the basis of 8000 feet to the car, represents a shipment of 150 trainloads of lumber from Fayetteville."

McCartney established himself and Sligo firmly in the center of the Fayetteville business community, even though his

Sligo Iron Store Company

ESTABLISHED 1834

Importer, Jobber and Manufacturers' Agent

In the following Lines of Merchandise:

Iron and Steel, Heavy Hardware,
Wagon and Vehicle Wood,
Trimmings and Mountings
For Carriages, Coaches and Automobiles.
Paints, Brushes and Varnishes,
Scrapers, Barrows and Shovels,
Transmission Machinery,
Belting, Hose and Packing,
Saws and Saw Mill Supplies,
Blacksmiths' Coal. Car loads.

OFFICES AND STORES 1301 to 1403 N. Sixth St.
RAILROAD WOOD YARD - Barton & Kosciusko Sts.
(On Iron Mountain Railroad Track.)

ST. LOUIS, MO.

MILL AND MAIN SUPPLY WOOD YARD.
FAYETTEVILLE, ARK.

company's operations were carried out at Fayette Junction, which lay outside the city limits. Sligo Wagon Wood Company had offices #1-2 at the McIlroy Building on the Square. McCartney served in 1913 as Commander for Baldwin Commandery No. 4 Knight Templars (Mason) and as a "ruling elder" for the First Presbyterian Church U. S. He and his son Norman[11] were among twenty-three "Fayetteville Business Men" whose photographs were featured in the September 1919 issue of *Midland Magazine*, and were listed as manager and assistant manager, respectively, of Sligo Wagon Wood Company. A Sligo ad was featured in the 1920 Fayetteville City Directory, and—ironically—one historian reminisced that in 1920, Sligo owned one of only fifteen Dodge vehicles in the county. Norman McCartney joined Mitchell Holt as co-owner of the Dodge dealership, served as treasurer, trustee, and elder for the Presbyterian Church, and co-founded the American Legion Lynn Shelton Post No. 27 in 1919. Norman married Elizabeth Overstreet, was an infantry first lieutenant in World War I, and for twenty-five years was president of McCartney-Lewis-Faucette, Inc., a local real estate and insurance firm which still bears his name. He served as a trustee on the board of directors for City Hospital and as advisor to the Kappa Sigma fraternity, also as a board member for Evergreen Cemetery, and was a long-time member of the Fayetteville Rotary. Alexander McCartney and his wife, Mary Ann, had six children; she died in 1940 and he died in 1946. Norman McCartney died in 1965.

A 1922 Sligo Iron Store Company price list shows the Fayette Junction operation, and a 1925 photograph shows the company's workers lined up behind the Fayette Junction mill building. The 1930 Fayetteville City Directory is the last mention of Sligo Wagon Wood Company. On the 1936 Sanborn Fire Insurance maps, the old mill building was occupied by Hargis Canneries for can storage, with the vicinity of the brick structure labeled "office."

J. P. Brower came to Fayetteville in 1904 from Northfield, Ohio, son of Alonzo James and Miriam Anata Stanford Brower. He married Fayetteville's Edith Adams-Davies, whose father was the Rev. Samuel Wilson Davies. In 1907 Brower established the Brower Walnut Veneer and Lumber Company from the burnt remnants of the Pitkin & Mayes facility at Fayette Junction. Brower's operation was ranked among the largest such concerns in the nation. Campbell's history relates:

> J. P. Brower began cutting walnut lumber into dimension timbers for export. He soon saw that Northwest Arkansas had a magnificent walnut timber. Knowing the value of American Walnut when cut into veneering, he put in machinery for doing this in 1913. With small beginning, he worked what was within short distances. When the World War came on he was requisitioned to make gunstocks for all his utmost capacity would stand. He went into the market at every station for 50 miles around Fayetteville and had thousands of logs on station yards when the armistice was signed. Suddenly there was no more need for gunstocks. He faced ruin. But instead of backing out he plunged into the veneering game in a big way, in order to save his logs. He soon had orders that kept his plant running full and extra time, receiving one order for 12 cars of veneering from a Chicago factory. Those logs are long since gone and for 50 miles they are coming to him now [1928] by truckloads as well as carlots. He is also manufacturing strawberry baskets and grape baskets from cull veneering, and employs a large group of skilled labor.

Anne Johnson Prichard of Fayetteville remembers that the operations of Brower Veneer included a whistle signaling the noon hour that could be heard for miles. She stated that her father remarked that "when the whistle sounded, the mules wouldn't go

another step." Her family farm south of Fayetteville includes a barn whose support posts are solid walnut cores from the mill, remainders when the machinery had whirled off veneer down to the minimum diameter.

J. P Brower served as senior warden for the Episcopal church and as a member of the founding board responsible for the establishment of the Fayetteville County Club at its current location on South Mountain. In 1909 he drove a Flanders roadster and in 1919 he owned a Willys Knight. He died September 7, 1934, at his residence of 207 N. College, with Alexander McCartney and J. H. Phipps among his honorary pallbearers. The company continued, however. Brower Veneer was still in operation at Fayette Junction in 1951.

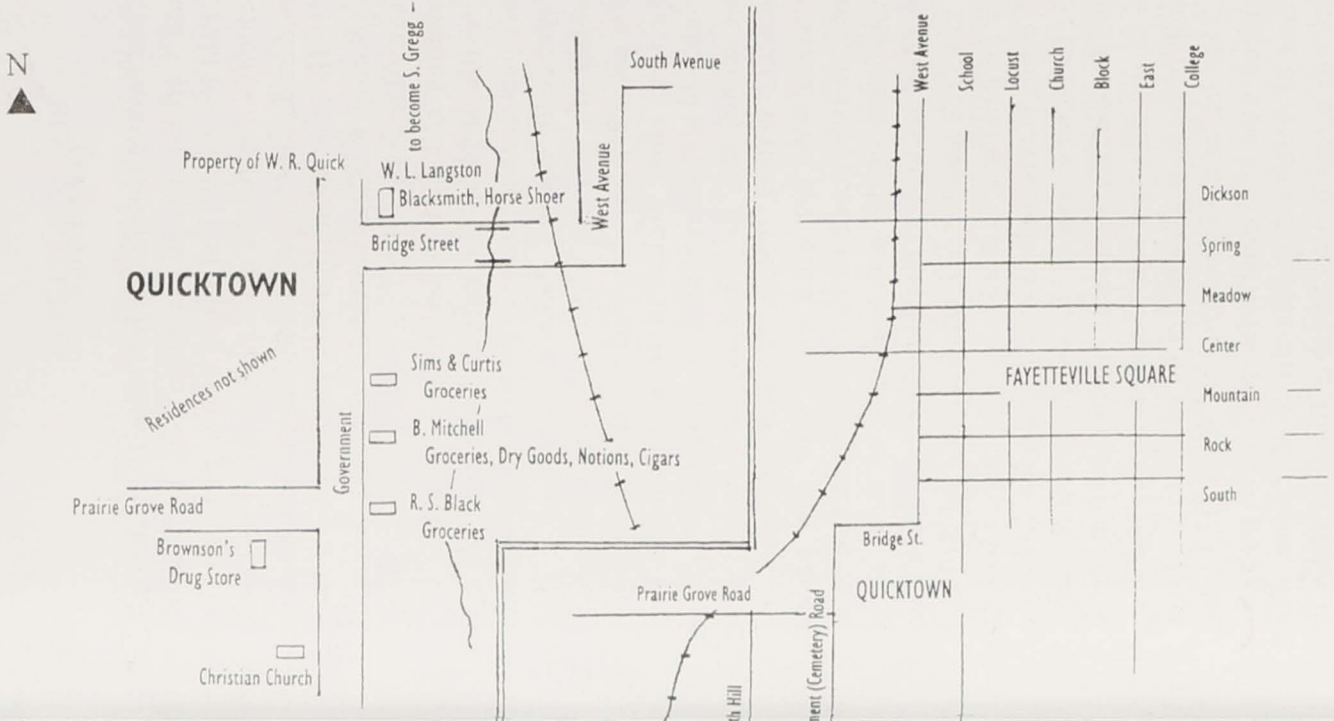
E. A. Budd was a talented young transplant from Illinois, who traded in posts cut from the hardwood forest. Settlement westward tamed the prairie and wild lands with fence, mostly regions where trees for fenceposts were hard to find. Rail carloads of Budd's posts shipped out from points along the Frisco track, especially Winslow where the E. A. Budd Post Co. Department Store offered "office, dry goods, shoes, clothing, furniture, groceries, hardware, flour & feed" in a magnificent two-story building just east of the tracks. Locals complained about the mountainous stacks of posts in the midst of their downtown. A 1914 photograph features Elmer A. Budd and Rose in a convertible sitting in front of the Winslow store. Budd had general merchandise stores in Chester and other outlying communities along the railroad, but most of his riches were invested in Fayetteville. He and his brother Arthur built a complex of businesses on the Fayetteville Square including Budd's Department Store, the Royal Theater, the Royal Café, and the Royal Barber Shop, all located in a strip along the south side of the square with the address of 19 ½ W. Mountain. The Budds built homes at 214 S. Block and 205 W. Rock, with the Rock Street house still standing as a showcase of hardwood carpentry.

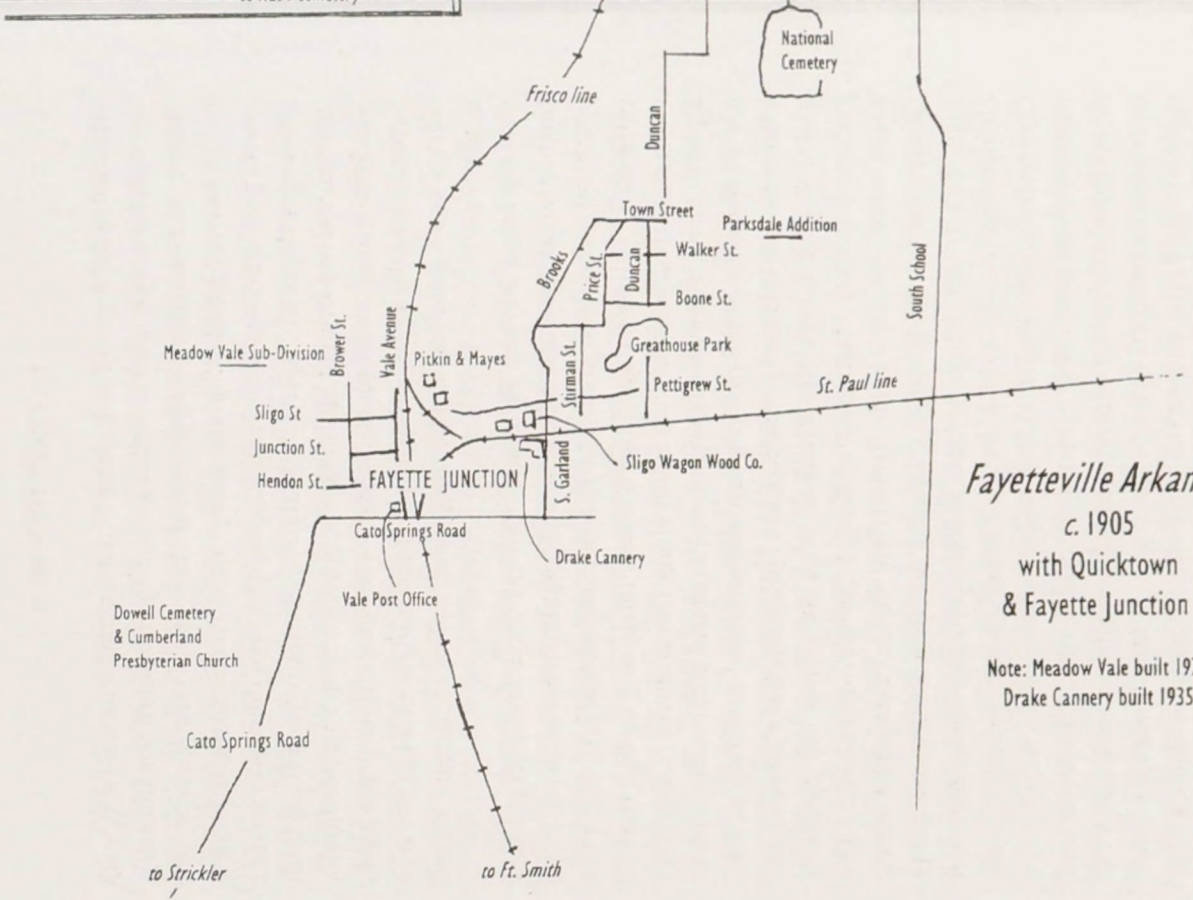
At Fayette Junction, a 10-foot wide concrete drive and a 635-foot "Pro." track were built to serve Budd Post and Hardwood Company, the map lines crossing into an area also shown as the Sligo Wagon Wood Company mill. It is not clear from the 1916 Frisco map how Budd's operation fit into the sequence of other Fayette Junction milling operations. He may have simply used Fayette Junction as a checkpoint for posts pre-cut at their origin. The 1930 Sanborn Fire Insurance maps are the only Sanborn record naming Budd operations, and they show nothing of Budd at Fayette Junction. Instead, they show that by 1930 Budd had an office at 527 W. Government/Cemetery Avenue, with the mill lying west of his office along the Frisco spur which ran parallel to Wall Street (6 th St.). Map notations describe his business as "Budd Posts Hardwood Company, manufacturers of wagon wood parts." The buildings are labeled "wood posts factory." "Budds Woodcraft Spoke Warehouse" was across the street at 520-522 S. Government. Budd's businesses on the square were destroyed by fire on January 15, 1940, but he was able to rebuild; the 1947 directory lists Budd's mill at 521 (Cemetery) Government, his Post and Hardware Company at 9 W. Mountain, and Budd's Department Store ("dry goods") also at 9 W. Mountain.

All the timber from points east and south came through Fayette Junction, where railroad crews tended the engines, hooked up or dropped off cars on the sidings, threw appropriate switches, and communicated by telegraph, written messages, and word of mouth with various station agents about activities along the tracks. Serving as conductor along the St. Paul line came to a special breed, epitomized by the fabled "Irish" John Mulrenin who took on the job after three predecessors had quit in quick succession. For the next thirty years he handled the passengers of the St. Paul line, not just families and businessmen, but backwoods lumberjacks and diamond-jeweled card sharks; he became skilled in quick decisions to cut short the Pettigrew switching chores to leave drunks

stranded at the depot. The Fayette Junction tracks formed a Y, with the southern wye used for storage and the northern for industry. Where the northern wye joined the main track near the northernmost point of present-day Vale Avenue, there were a gravel platform, water tank, and depot, although there was never a passenger depot at Fayette Junction. Inside the wye, Frisco built mechanical department buildings including a shop and storeroom, a 813- foot long cinder pit track, and a 416- foot long depress track, according to the 1916 Frisco map. At the southern end of the wye were a coal-chute track, a coaling plant, boiler room, and a sand house.

To reach Fayette Junction from the Fayetteville Square, a traveler would go west on Center or Mountain Street before turning south on School or West. At the bottom of the hill, the road (originally called Bridge Street, later Prairie St.) turned west to cross a small creek and then south along Government (Cemetery) Road in an area known as Quicktown, a natural commerce point at a Y intersection of the road south to the veterans' cemetery and the road west that originally went to Cane Hill. Later the west road was called Prairie Grove Road and/or Wall St. (Later 6th Street, it became honorary Martin Luther King Jr. Boulevard in 2002.) The south road, based on the Butterfield route, continued along Government to the National Cemetery and then turned west along 11th. But as the cemetery grew and blocked this route, the road changed so that by 1900 a traveler headed south would turn off Government onto Prairie Grove Road for two blocks west before turning south down Hill Street to intersect with 11th Street and rejoin the old Butterfield route. A block-long jog westward on 11th over another small creek then turned onto South Duncan for about three blocks to the intersection of Town Street (now named 15th Street). After another block or so westward on 15th , a traveler would turn south onto Brooks Avenue, angling southwest for about three blocks. At the crossing of Town Creek, the road became


N
Property of W. R. Quick
W. L. Langston
Blacksmith, Horse Shoer
to become S. Gregg
South Avenue
West Avenue
Bridge Street
QUICKTOWN
Residences not shown
Government
Sims & Curtis
Groceries
B. Mitchell
Groceries, Dry Goods, Notions, Cigars
R. S. Black
Groceries
Prairie Grove Road
Brownson's
Drug Store
Christian Church
West Avenue
School
Locust
Church
Block
East
College
Dickson
Spring
Meadow
Center
FAYETTEVILLE SQUARE
Mountain
Rock
South
Bridge St.
QUICKTOWN
Prairie Grove Road
ment (Cemetery) Road



Fayetteville Arkansas

c. 1905

with Quicktown

& Fayette Junction

Note: Meadow Vale built 1924

Drake Cannery built 1935

South Garland, and Fayette Junction lay just ahead and to the right. The road (South Garland) passed the Sligo mill, immediately crossed the St. Paul line tracks, and turned west (right) onto Cato Springs Road which as late as 1908 did not connect eastward (left) with the more modern dominant southbound roadway South School Street (Hwy 71 B). This connection was hindered by a large streambed. Cato Springs Road ran west about six blocks then south through the countryside toward Hog Eye, Strickler, and Ft Smith.

Fayette Junction and its industry became the center of a growing Fayetteville suburb, the farthest-flung (for its day) concentration of commerce and residences outside a central cluster around the Fayetteville square. Parksdale addition, a 1906 development project of J. A. Parks with J. T. Eason and Company as his agents, contained 212 lots of various size from Town Street (15th St.) on the north, along Brooks on the west, to the St. Paul tracks on the south, and both sides of Duncan along the east. Other streets laid out within this development were named after Fayetteville founders Walker, Boone, Pettigrew, Stirman, and Price, and six acres were set aside for a park now named Greathouse Park. The 1955 construction of the Levi Strauss plant overtook the lots south of the park and most of those along Pettigrew Street. Most lots were 25 feet wide ranging in depth from 120 feet up to 200. The smaller size was available for $10 and provided a place for parking a covered wagon, pitching a tent, or building a rough cabin, plus room for a vegetable garden. Evidence of the borderline financial existence of many Parksdale residents is found in the 1938 real estate tax records, which show that during this Depression period fully one half of the properties had been placed in the hands of the state government for failure to pay taxes (22 out of 44). One lot, at the intersection of Town (15th) and Brooks, was assigned to the Methodist Episcopal Church, probably under the influence of circuit-riding preacher O. H. Tucker, who owned all twenty lots across Brooks Street in Block 2. Today in

driving through this neighborhood, one can spot several occupied dwellings which probably date to 1906 or earlier.

Meadow Vale subdivision, lying immediately west of the main Frisco line and north of Cato Springs Road, was added to Fayetteville in 1924. Lots ranged in size from 30'x150' up to 300'x450'. Streets were named Hendon, Brower, Sligo, Junction, and Vale, with those along Vale facing the rail bed. Appraised values of these properties ranged from $10 up to $350 in the 1926 tax records. A strip through the middle of Meadow Vale was razed for the 1999 construction of Razorback Road. A few original structures remain occupied.

No doubt some of the workers employed by Sligo lived in these neighborhoods and raised their families here. Various sources mention from thirty up to eighty-five employees for the company; a 1925 photograph, now preserved at Shiloh Museum, of Sligo Wagon Wood Company workers shows 38 men, most in overalls, lined up on the west side of the main building. J. P. Brower and his Brower Veneer Company also employed men in Fayette Junction operations, and railroad employees who serviced the line to St. Paul and the main Frisco line may have lived in Parksdale and Meadow Vale. The Vale Post Office, whose mail was processed through Fayetteville, was established August 27, 1901, and was located at the northwest corner of Vale and Cato Springs Road intersection. Ed Moran, born at Fayette Junction in 1912, recalled a store at the location of the post office: "The Steven Reed family ran the post office and the store and lived upstairs." A 1904 grocery at Fayette Junction, probably at the same location, was "Bentley and Keeler." Fayette Junction telegraph office, which began operations in 1915, was likely housed in the Fayette Junction depot, approximately 1800 S. Vale. Washington County Schoolhouse #157 was located about a half mile south and west of the post office along Cato Springs Road, the nearest such facility in 1908. A Cumberland Presbyterian Church sat across the

road from the school on land owned by H. J. Dowell, adjacent to the present-day Dowell Cemetery at the intersection of Cato Springs Road and Hwy. 540.

The Frisco Fayette Junction Roundhouse was listed in the 1932 Fayetteville directory with a telephone number of 641, under Railroads in the Yellow Pages. The Personal Data Book of the division superintendent for the Fort Smith station reported the Fayette Junction population that year was fifty, but it is not clear what area he considered to be Fayette Junction. Three years later Superintendent S. T. Cantrell inventoried the seventy-five steam engines and other assets of the division. The oldest engine of the bunch, a ten-wheeler No. 488 Baldwin 1910, was in mixed service on the St. Paul–Bentonville line. Also in use to St. Paul was another oil-burner 4-6-0, No. 552 Pittsburgh 1901. Cantrell reported the following locomotive assignments to Fayette Junction as of February 26, 1935. In the shop: #598, 4-6-0, oil, Dickson 1903. In storage: #648, 4-6-0, oil, Baldwin 1904; #750 4-6-0, oil, Baldwin 1902; #755, 4-6-0, oil, Baldwin 1902; #779 4-6-0, oil, Baldwin 1903; #3651 0-6-0, oil, Baldwin 1906; #3676 0-6-0, coal, Baldwin 1905#3695 0-6-0, coal, Baldwin 1906. Later observers remarked on the number of engines in storage as evidence of the "sorry state" of the railroads by 1935.

The November 19, 1905 train, schedule from Fayetteville to Pettigrew left the Dickson Street station at 8:10 A..M., passed through Fayette Junction at 8:40 A.M., and arrived at Pettigrew at 11:50 A.M., with stops at Baldwin, Harris, Elkins, Durham, Thompson, Crosses, Delaney, Patrick, Combs, Brashears, St. Paul, and Dutton. After turning the engine on the roundhouse at Pettigrew, the train departed at 12:55 P.M., and arrived at Fayetteville at 4:15 P.M. In 1915 the train ran approximately fifteen minutes earlier, with a stop named Leith instead of Baldwin. The return run arrived in Fayetteville at 3:30 P.M. The same schedule and stops were in place in 1927. The Fayette Junction station force

in 1932 included an agent-telegraph operator at work 6 A.M. till 3 P.M., with a stipend of $0.67 per day. Holidays the hours were 6:15 A.M. til 8:15 P.M.. The schedule by 1931 for 'St. Paul Branch' showed a mixed train daily (passengers and freight), starting from Fayetteville at 7:45 A.M., arriving Pettigrew at 11 A.M., leaving Pettigrew at 12:01 P.M. to return to Fayetteville, where it arrived at 3:10 P.M.. All the intermediate stations were shown as flag stops except for Combs, at 9:54 A.M. on the outbound trip and 12:50 P.M. on the return trip, and St. Paul, at 10:15 A.M. on the outbound trip and 12:30 P.M. on the return trip.

The fifty years from 1887 to 1937 had seen it all come and go through Fayette Junction. According to favored accounts, the last train to St. Paul ran July 30, 1937, "when 'Irish' Mulrenin had in his charge one wheezing locomotive, Mogul #345, and one empty, creaking old wooden coach," a crate of two hound dogs for passengers. The logging boom had come to an end. The tracks were taken up sometime after, but remained across south Fayetteville accommodating various manufacturers in the, new Fayetteville industrial park (east of City Lake Road, south of Hwy. 16 East) and the shipment of new and recycled metal to and from Ozark Steel Company on South School as late as the 1970s. Industrial activity dependent on the railway continued at Fayette Junction. Immediately following the termination of activities by Sligo Wagon Wood Company circa 1930, the enormous old mill building served as a convenient loading point for Hargis Canneries.

Beginning with the opening of the railroad through Fayetteville, local fruits and other produce began to enjoy a popular national demand. Made famous by an early and enthusiastic market for its fresh apples, Northwest Arkansas quickly expanded its food industry by producing canned goods. By 1905 a Fayetteville cannery industry had sprung up for tomatoes, berries, and apples, although the majority of the region's canning business centered in Springdale. Early Frisco express agents in

Fayetteville were credited with helping farmers move crops of strawberries "and other small fruits by assisting them to find markets, building up the reputation of this place as a source of supply ... Fayetteville became such a great shipping point that through the fruit season an express car was often set out here for loading aside from the regular local train loadings." At the site of Fayetteville's defunct Ozark Wagon plant at Arkansas Avenue and West Center, Appleby Brothers ran a "green-and-dried-apple" business plus a large cannery operation; in 1928 production exceeded 250 carloads of canned goods with plants located from Winslow up to Decatur in Benton County. Other cannery operations included Litteral Canning Company (the building remains just west of the tracks at North Street).

At Fayette Junction, Tom Hargis operated Hargis Canneries as a brokerage for nearly thirty small canneries that dotted the remote hillsides and valleys of Washington and Madison Counties. For each local enterprise, his trucks dropped off empty cans and supplies and picked up canned lots of tomatoes, spinach, and green beans to be warehoused at the old Sligo mill. From there, train carloads would be packed off to distant grocery wholesalers, while local wholesalers received direct shipments. Hargis Cannery Company provided an important service for isolated family and community canning cooperatives which came together to build and equip canning facilities. Unlike larger urban canning operations, rural canneries served by Hargis were whole families or communities who worked to get their crops picked, hauled, washed, skinned, cooked and/or otherwise processed into cans. In a good season, if nature withheld late frost, cooperated with adequate rainfall, and sent only manageable waves of blister beetles, grasshoppers, cutworm, and stink bugs, the summer crops quickly processed and preserved in tin-plated steel cans would contribute sufficient income in support of the country family's coming winter.

Tom Hargis (b. 1882 Marble, Madison County AR; d September 1981 Huntsville Madison Co.) was the grandson of Pleasant Hargis, who came to Madison County from Tennessee in 1843. The family settled on Onion Creek where Pleasant's descendants remain. Pleasant's son Peter Columbus "Lum" Hargis was among the original founders of the First National Bank of Huntsville. William Thomas "Tom" Hargis carried on his father's tradition of ownership at the bank, and pursued other enterprise as well. A half-block of native stone buildings on the southeast corner of Huntsville's town square bears the family name. Tom's canning interests included one or more facilities in New Mexico. Hargis was also the vice-president of Kelley Brothers Lumber Company of Huntsville, with its lumberyards in Fayetteville (605 W. Dickson) and three other towns. He was appointed by the governor as one of three men serving Northwest Arkansas in the establishment of vocational schools. He was a partner in the Ford dealership in Huntsville, worked to merge and improve early banking operations in Madison County, where he experienced at least one bank robbery (1912), and earned the respect of many in the region. Carol Whittemore's history of Madison County describes him this way: "Tom Hargis was a good man. If someone needed some money, Tom had it for you. He knew everyone, and he kept Madison County on its feet during the Depression. He built a cannery and gave people jobs when there weren't any." From the early 1930s until 1951, Tom Hargis saw to it that canned goods were warehoused and shipped from the old Sligo mill building at Fayette Junction. Tom Hargis was the company president, his sister Mildred's husband James O. Witt Jr. was the vice-president, and Mildred was secretary-treasurer.

By 1936, the canning business was the dominant regional industry. At Fayette Junction, a new facility sprang up right across the tracks from Sligo and began its own railcar shipments of canned goods. The 1936 Sanborn maps document this enterprise as

"Thomas and Drake Canning Company Warehouse," remarking that stated building dimensions had been taken "from plans." It was a state of the art facility: plans specified iron posts, concrete block pilaster, and gypsum board roof on steel joists. The Rev. Jake Drake and his son Ezra Drake joined with Rylan C. Thomas in this enterprise.

In the 1939 city directory, Drake and Hargis Cannery was located at 605 W. Dickson. Crates of canned tomatoes, greens, and other produce from this cannery would have been warehoused at Fayette Junction. In 1947, the business was called Thomas and Drake Canning and had offices at 19 East Center. Several Drakes may have been involved as a venture of the extended Drake family of Drake's Creek area, Madison County. It is not clear whether the Fayette Junction property built by Drake ever served as more than a can storage facility. Drake's brother Bill and sister-in-law Vida operated a favored local café known first as Bill Drake's Place,[12] no doubt taking advantage of his brother's access to inexpensive local canned goods. At some point before 1951, Drake and Thomas was taken over by Hargis. Among the litter later found on the old Sligo mill's vast dark floor were cancelled checks of Drake Canning Company and Thomas and Drake Canning Company with dates in the 1950s.

Hargis and Drake canneries rode a wave of profitable commerce as Arkansas fruits and vegetables,especially tomatoes, captured a significant market share nationally. But in 1950 production and sales of tomato and strawberry crops were a mere one-fourth the volume of 1930. Disease, economic forces, and stringent new sanitation regulations began to crush the local canning market; the people of the working-class neighborhoods of Fayette Junction were fortunate to find jobs in a new facility built directly across South Garland east of the old Sligo mill. When the Levi Strauss plant opened in 1955, rows of sewing machines operated by scores of women occupied a vast workroom of over

40,000 square feet. Millions of pairs of Levi jeans were produced there. The Levi facility served as one of the best-paying Fayetteville factory employers until it closed in 1998, by which time global markets had undercut American labor.

As the canneries declined, rural family farms were encouraged into the chicken production business with production and marketing support offered by companies like Tyson's serving as integrators. The same two decades that fruit and vegetable crops deteriorated saw a leap in chicken production from about 250,000 in 1930 to 10 million in 1950. From 1951 until 1962 Hargis and other partners (Rogers and Witt Hatchery Incorporated, Rogers and Witt Milling Company {feed}, and Arkansas Farmers Hatchery) used the Sligo building as a chicken hatchery. Fertile eggs were laid out in drawers made of hardware cloth, so that warm air could circulate to foster even hatching. Tall chests holding two vertical rows of egg drawers rolled on steel wheels for ease of processing and cleaning. Chicks were delivered to farmers who would then raise them to fryer age. Across the tracks in the old Drake buildings were Gallus Hatchery and J. B. Hunt's rice hull chicken litter operation. The day for this industry would also pass; the late 1950s and early 1960s saw the hatchery business taken out of the hands of independent, small producers like Hargis and Rogers as they were subsumed by Tyson and other corporate giants.

Around 1962, the Sligo mill building came back around to a familiar use, its concrete floors again bearing up under loads of new lumber. This time, however, the lumber was not oak and hickory from nearby mountainsides, but pine from south Arkansas and redwood from the west coast. Starting in 1966 and for the next ten years, Reserve Supply Lumber (Frank Jones, Carthage, Missouri) used the Sligo building in wholesaling to lumber yards in the region. In those days, lumber was loaded loose into railcars and shipped out from the Pacific Northwest, where the timber boom had hit its peak. Company representatives would call

lumberyard owners to announce what was coming on the train. Lumberyard owners would place their orders, so that when the railcar was opened on the track beside the warehouse, teams of men unloading the jammed unbundled lumber could stack the materials directly onto delivery trucks. Unsold remnants would be stored in the Sligo mill building.

Ownership of the Sligo mill property passed through Hargis-Witt family descendants to City Lumber Company. After the mid-1970s, City Lumber Company used the building for storage of lumber and other supplies. Two newer storage sheds were built in the same location as Sligo's early side-track warehouses where now-bundled lumber could be kept until needed at the lumberyard. Slowly, the mill building deteriorated and thieves made midnight raids. Finally, in the early 1990s, City Lumber abandoned the warehouse. In the mid-1990s, after one hundred years of use, Burlington Northern Railroad sold off all the Fayette Junction land except the right-of-way along the remaining tracks.

The neighborhood struggled in a continuing decline until the late 1990s, when Razorback Road was extended south from 15th Street, punching through the old Meadow Vale neighborhood to connect with Cato Springs Road. The new road makes a convenient link between the newly completed four-lane highway from Fort Smith and University sports facilities; George Cole Field (baseball) is two blocks away from the northwest corner of Fayette Junction. Investors have constructed a large warehouse complex just north of the Sligo property, the Fayetteville Warehouse Company. In 2002 a new apartment complex opened south of the junction, at the corner of Garland and Cato Springs Road. Red Spot LLC, a concrete company, loads trucks out of its mixing plant built in the center of the wye. Three rusting Brower Veneer Company buildings are surrounded by metal salvage and rank vegetation, now in ownership of a local construction company. Across Town Creek to the north of Brower is University of Arkansas land which

North end of old Sligo building shortly before demolition in May 2004 (Courtesy Denele Campbell).

faces the former Campbell Soup plant at 15th street on its north side and has been developed as parking and services hook-up for recreational vehicles which swarm over Fayetteville at times of University sports events. The City of Fayetteville has made fits and starts toward constructing a hiking/biking trail along the abandoned portion of the old St. Paul rail bed across south Fayetteville, starting eastward from the Sligo mill.

Before its demolition in May 2004, the cavernous old Sligo/Hargis/City Lumber warehouse sat empty, its vast roof sagging in spots where the post and beam framing had started to fail after one hundred years of termites, weather, and gravity. Long ago its owners slathered tar over the sheet metal roof to stave off rust and leaks, so that the massive mottled black surface resembled a half-acre of burnt earth. At either end of the building's two-hundred-fifteen-foot length stood tall double doors set in massive frames of upright oak posts. Scattered papers and odd bits of lumber littered the dark expanse inside; two old tables too long and heavy to lift sat waiting for the next job, most recently serving the homeless person who had left an uncased pillow on the scarred surface. Inside the building, in its southeast corner, was the 18' x 30' brick structure that housed the fiery steam boilers, oil stains still splotched black on its walls. The handmade orange-red brick was painted white at some early point, later cluttered with graffiti. Two small windows looked east in the brick room's only remaining exterior wall so that from the road as one stared at the old warehouse, one saw the windows in a short section of faded brick wall, incongruous in the overall sheet-iron gray length of the building. A massive elm had buried its roots under the brick wall corner, heaving up the native stone foundation. The perimeter of the huge mill building's concrete floor, the only remainder now of its long life, is sprigged with trees young and old, the grounds nearby crawling with honeysuckle and thunderbriar. In the half-acre of land between the building and Garland Avenue nestles a

tiny pool of water skirted by willows and cattails, a fragment of the ponds built long ago to feed the steam boilers that powered the saws and planers housed inside.

SOURCES

Desmond Walls Allen, *Arkansas School Land Sales 1883–1997* (Arkansas Research: Conway); *Arkansas Railroader* newsletter; W. S. Campbell, *One Hundred Years of Fayetteville* (Washington County Historical Society); Don Cook and Tom Maringer, *Postal History of Washington County, Arkansas*; *Flashback* (several issues); Frisco Lines Central Division, Fort Smith, Sub-Division Yard Plat 1916 map, offices of Fayetteville city engineer; Genealogy section of Fayetteville Public Library; Harnish doctoral dissertation, Special Collections, University of Arkansas, Fayetteville; *History of Benton, Washington, Carroll, Madison, Crawford, Franklin, and Sebastian County, Arkansas* (Chicago: Goodspeed Publishing Company, 1889); *History of Washington County 1989*, (Shiloh Museum, Springdale, Arkansas); Clifton E. Hull, "When the Steam Cars Finally Came to Old St. Paul," *Arkansas Gazette*, March 28, 1971; Phyllis Rice, "Moran recalls old Fayette Junction," *Northwest Arkansas Times*, April 11, 1988; Sanborn Fire Insurance Maps, University of Arkansas, Fayetteville: Shiloh Museum vertical files; Washington County Archives; Western Historical Manuscript Collection (online), University of Missouri, Rolla; Carol Whittemore et al, *Fading Memories: A history of the lives and times of Madison County people, Vol. I, 1989;* Robert G. Winn, "Timber," *Washington County Observer*," March 25, 1982.

ENDNOTES

1. Hugh McDanield, b. 1843 to B. F. and Sarah (Terrell), fought for the Union in the Civil War, worked in mercantile trade in Kansas City until 1873, built the Kansas Midland Railway from Kansas City to Topeka, and then operated a ranch in west Texas. After completing the Texas Western

Railway in 1877, he turned his attention to Northwest Arkansas and began selling ties in 1881. He bought, logged, and sold thousands of acres of Washington County land and later in Madison and Franklin counties over the next seven years and made a fortune furnishing the Santa Fe Railway with nearly all its ties. He is credited as founder of St. Paul by the 1889 Goodspeed. He died in Fayetteville in 1888 of a month-long, unnamed illness at age 45.

2. Among the investors were F. H. Fairbanks, J. F. Mayes, and J. S. Van Hoose, along with his brother J. S. McDanield, all of Fayetteville, and D. B. Elliott of Delaney, J. Pickens of Eversonville, Missouri, J. W. Brown of Brentwood, and another brother, B. F. McDanield of Bonner Springs, Kansas.

3. William was born in 1859, died 1941; Calona, born Feb 16, 1867, died Jul 13, 1958. Their children were Claude, later of Ojai, CA, b. 1887, d. 1976, married Bernice Brogoan d. 1944; Darwin C. later of Springdale then Tulsa, b. 1893, d. 1983, married Naomi Miller; Jim (James) R. b. 1898, d 1967 Springdale; Myrl b. ca 1901 Fayetteville; Yvonne, Tulsa.

4. Children of William and Matilda were Eddit T., Nora D., Minnie, Maudie, and Lonnie. See Goodspeed p 1100.

5. A brother, A. G. Sandford, also came to Fayetteville but moved to Okmulgee, OK in the early 1940s. Claude's three children were Claude H. Sandford Jr. (California), Mary (Bob) Saladino (Fayetteville), and Ralph (Mike) Sandford (Fayetteville, as of 1948).

6. Two sisters of J. Frank were Mrs. James Carlile of Fayetteville and Mrs. Nora Simmons of Hot Springs (1938). He died March 22, 1938, in Manitou, Colorado, after moving there for his health. He had three children by his first wife, Sarah Mulholland: Allan Mayes of Hollywood; Ruth Mayes Lane of Columbia, SC, and Mildred Mayes Munro of Colorado Springs. His second wife was Mary (b. July 22, 1854, d. Oct 22, 1927).

7. This building remains standing, currently in use as Ozark Custom Butchering.

8. Nelson Glotfelty and his wife Armanda signed their affidavit at Van Buren County, Iowa, for the sale of this land in 1903. The property was bought as public land in 1888, Nelson listed with Erastus on the certificate of register at the Harrison land office. Nelson was born Jan 7, 1842, in Somerset, PA and died Oct 30, 1893, in Birmingham, IA. His family never moved to Arkansas.

9. Goodspeed p. 256 notes a "Willard Algine [*sic*] & Co." brick and stone mason business (1889). Willard, born 1845, fought with the Illinois infantry in the Civil War, but his father was from Arkansas. His first wife, Lillie

Topping, was born in Maryland, but her father was from Ireland. In 1884 they came to Fayetteville from Birmingham, Iowa. Willard bought seventy acres just south of Fayetteville and began his brick business. Sometime in the late 1880s, Mr. Algire built a two-story brick store in West Fork *(Flashback* Aug 61, p 26).

10. The children of Erastus Sr. and Emily B. were Rose L. (1850), Alta (1857), Joel M. (1860), Mary (1861), and Maggie (1865). Joel married Lillie Dell (1871– Jul 5, 1938) of Woolsey/Pitkin, where they produced two sons, Lee and Hugh, and two daughters, Mrs. Stella (Charles) Robinson and Hattie Caudle. Their son Lee Pitkin, (b. 1886, d. Apr 30, 1965) married Anna (Annie) Caudle (b.1886, d. May 7, 1969). Lee worked as a railway agent and died at Centerton. Their three children were Mrs. Joe Swift, Alma Pitkin, and Mrs. Jake Woods. Anna's sister Mildred Caudle remained at West Fork.

Alexander and Mary McCartney had four daughters and two sons: Ruth (Mrs. J. M.) White, d. Mar 28, 1970 (one daughter, Mrs. Frank Proctor of Alexandria, VA, with 3 children); Norman; Jess (Mrs. Paul C.) Williams Sr.; Isabelle (Mrs. Howard "Harry") Shultz d. Jan 23, 1954 (Mr. Shultz was executor of Mary's estate and was on the faculty at the UA Music Department); Stella (Mrs. Ben H.) Stone; and Paul E. McCartney of Ft. Smith.

11. Vida Drake continued the business after Bill's death. Frequent winner of awards for best plate lunch, "Ma Drake's" continued her café even after suffering a heart attack in the early 1990s. Her lunches included a meat, mashed potatoes with gravy, three vegetables, salad, and a roll for $3.75. Homemade pies rounded off the menu, usually available in apple, cherry, lemon, chocolate, coconut, and pecan. The café was first located at the northeast corner of Sixth and S. College but later moved to 504 E. 15th Street. Drake's closed in the late 1990s.

VISITING THE BEAN CARNAHAN CEMETERY

BOB KEEN

After about five or six visits to the old Bean Carnahan Cemetery, I thought that maybe I should write a little article about it. It is located on the Vol Blevins farm; they are charming people and have done a lot of work on the cemetery. The first person to be buried here was John Billingsley, who died on the way to Cane Hill. The wagon train was camped overnight near the Bethlehem Church and Cemetery. Mr. Billingsley died during the night, but the Bethlehem Church was a Methodist church and the people, being Presbyterian, didn't want anything to do with Methodists, as religion ran deep in those days. So they loaded Mr. Billingsley in a wagon and hauled him on to Cane Hill for burial. The burial, the first recorded burial of a white man in Washington County, took place November 14th, 1827. It is ironic that John was the first buried in this cemetery while his sister, Jane Carnahan, who died in1831, was the first recorded to be buried in the Bethlehem Cemetery. The Bethlehem dates back to April 1828 and was a public cemetery.

Jane was the ex-wife of John Carnahan. The Bean Carnahan Cemetery was started as a family plot as it was supposed to be on Carnahan land. But as it turned out it was on the Mark Bean land. This came about because the recent arrivals had no way of surveying the land. John Billingsley was a former brother-in-law to John Carnahan. John Carnahan had divorced Jane Carnahan after she joined the Methodist church. He later married Mary Polly Pyeatte. Mary Polly has only a field stone; she and John are

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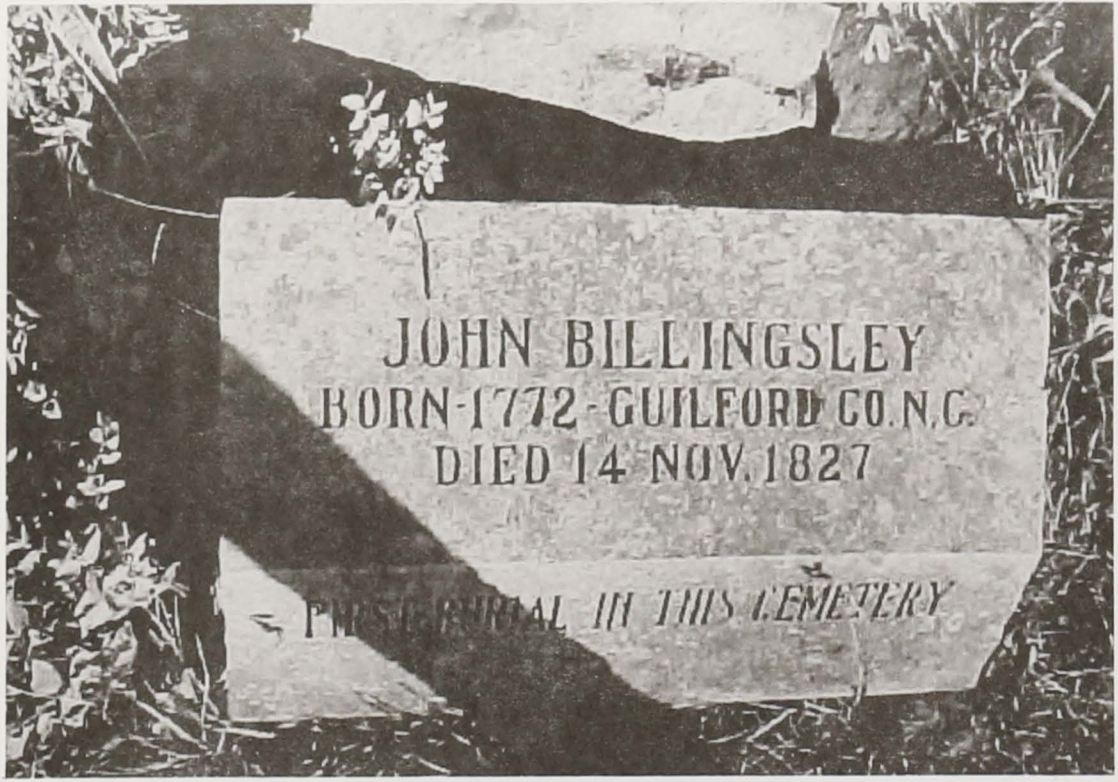
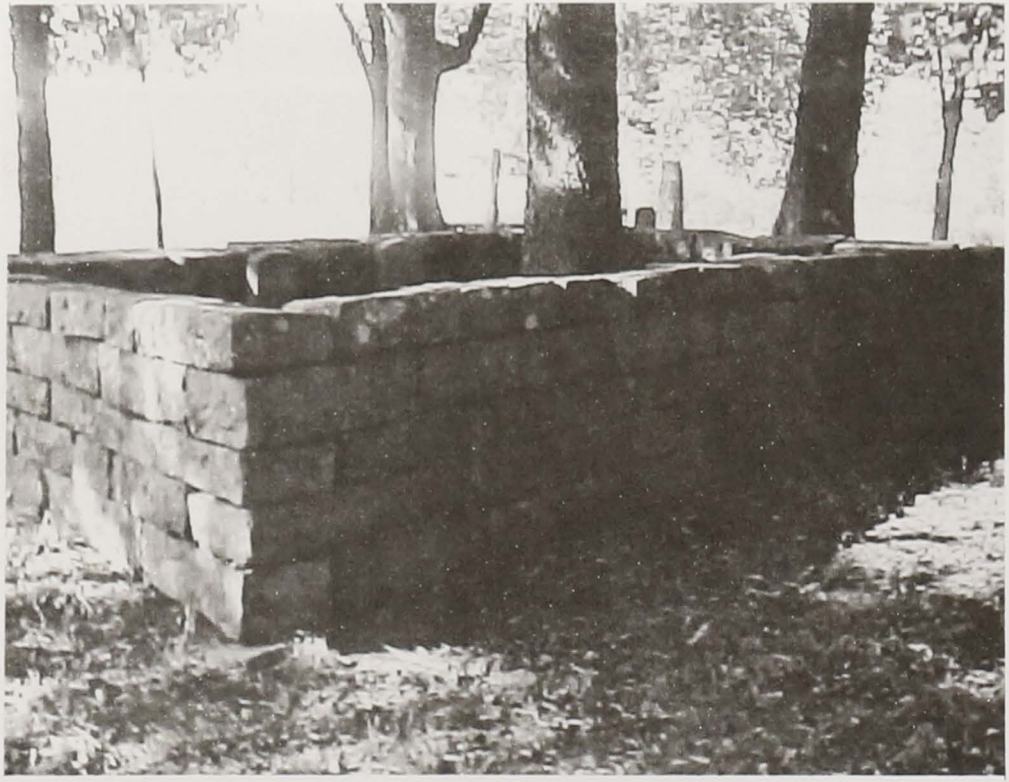
Bob Keen was born in Lincoln and has lived in Washington County for much of his life. When he was a boy he would slip down to the store in Morrow to listen to the old timers. He had a lot of stories in his head when he met Robert Winn, who encouraged him to write them down. His grandfather homesteaded 160 acres between Antioch and Hale Mountains. Old Timers still call it Sid Keen Hollow.



Gravestone for John Billingsley, 1772–1827. His was the first recorded burial of a white man in Washington County (Courtesy Bob Keen).

Graves of William and Anna Billingsley Maxwell (Courtesy Bob Keen).



This wall surrounds the graves of John Carnahan and Jacob Pyeatte, both of whom were officers in the Revolutionary War (Courtesy Bob Keen).

Gravestone for Lt. John Carnahan, 1756-184? (Courtesy Bob Keen).

Gravestone for William Maxwell, who died in 1855 (courtesy Bob Keen).

both buried in the cemetery. There are two Revolutionary War soldiers buried here: John Carnahan, of whom it was said that he preached the first sermon in Arkansas some twenty years earlier near Little Rock, and Jacob Pyeatte, the father of the Pyeatte family. These two along with their wives have a rock wall around their graves. The cemetery's setting is a beautiful site to behold—you can see Lincoln across the Mark Bean Springs and Bush Valley. There are many graves marked by field stones. Speculation was that these were for slaves, but that is highly unlikely, as slaves were not often buried with their masters. And the closest place you could get a headstone in those days was St. Louis. Though there are some fifty stones here, only the following are readable: William Maxwell and his wife; Anna Billingsley Maxwell, daughter of John Billingsley; Lt. John Carnahan, Revolutionary soldier; Capt. Jacob Pyeatte, Revolutionary soldier; John Billingsley, 1772–1827. It is interesting that Billingsley was the first to be buried here, and his daughter, Anna Maxwell, was the last in 1880. This is truly a pioneer cemetery. The Blevins can be commended for cleaning it up. If any one knows of any one else buried here, please let me know at bpkeen@aol.com .

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